# *Daily Diary Report by Bid Item*

**Contract No.:** **04-0120F4**

**Diary #:** **622** **Const Calendar Day:** 43 **Date:** **17-Jul-2012** **Tuesday**
**Inspector Name:** **Bruce, Matt** **Title:** **Transportation Engineer**
**Inspection Type:** Intermittent
**Shift Hours:** 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
**Federal ID:**
**Location:**
**Reviewer:** **Schmitt, Alex** **Approved Date:** **Status:** Submit

**04-0120F4**
**04-SF-80-13.2/13.9**
**Self-Anchored**
**Suspension Bridge**

**Weather**

**Temperature** **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
**Precipitation** 0.00" **Condition** Overcast in the early AM to sunny

Working Day ☐ If no, explain:

**Diary:** Dispute ☐

**Work description.**

- Performed a level run from control point TWL270 to SCAN control point 500. Control point TWL270 is located on the existing E1 pier and is the vertical benchmark used to build the SAS superstructure. Similarly SCAN control point 500 is located on the inboard side walkway of the W-Line temporary truss under OBG lift 1W. The intent of this level run was to tie in the vertical control on the truss with the top deck "control scan" and to apply Caltrans SFOBB coordinates to the scan points in the 400 and 500 series.

Sami Daouk assisted me with this survey which was done under cloudy conditions with the ambient temperature recorded at 56F and wind measured from the Southwest at a speed of 7mph. Reduced the numbers after the level run for analysis.

- Attended weekly Team Cable Safety Tailgate and staff meeting at 1:00pm to prepare for load transfer.

- Pre-planned to survey the two remaining SCAN points 800 and 901 from the end of the Skyway structure. The points will be tied into the survey done last Friday July 13th and Saturday July 14th to be consistent. This survey is being conducted for the relative offset between the Hinge A pipe beams in the Skyway and SAS OBG lift 14E/W sleeves. This survey is scheduled to commence tomorrow morning at 5:00am.

- Continued to pre-plan for surveying the tower deflection during the various phases of load transfer. Vantage points along the bridge centerline were explored to increase the accuracy of the shot. Both sides of the bridge were analyzed from the W-Line Skyway and YBITS structures, see photos below for additional details.

**Attachment**

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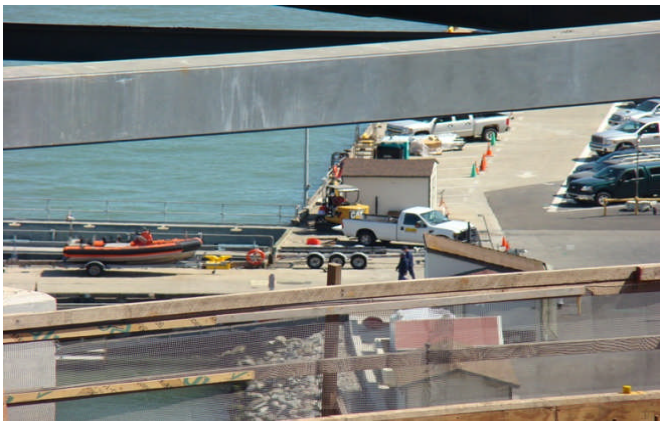
**Job Name:** 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 622 **Date:** 17-Jul-2012 Tuesday

View from the tower looking west near the bridge centerline where a point might be placed for monitoring the tower during load transfer.

Potential control point on the W-Line Skyway bridge for monitoring the tower during load transfer.



Potential backsight of control point Receive Reset 1970 for monitoring the tower during load transfer.

Potential control point on the W-Line YBITS bridge for monitoring the tower during load transfer.